

# **EXHIBIT 1**



US00D532095S

(12) **United States Design Patent**  
**Calkins**

(10) **Patent No.:** **US D532,095 S**

(45) **Date of Patent:** **\*\* Nov. 14, 2006**

(54) **COMBINED FAN ASSEMBLY AND SHROUD**

(75) Inventor: **Scot R. Calkins**, Olympia, WA (US)

(73) Assignee: **Flex-a-lite Consolidated, Inc.**, Fife, WA (US)

(\*\*) Term: **14 Years**

(21) Appl. No.: **29/214,805**

(22) Filed: **Oct. 7, 2004**

(51) **LOC (8) Cl.** ..... **23-04**

(52) **U.S. Cl.** ..... **D23/370; 23/379**

(58) **Field of Classification Search** ..... D23/370,  
D23/379; 417/423.15, 423.14; 165/67

See application file for complete search history.

(56) **References Cited**

#### U.S. PATENT DOCUMENTS

7,004,732 B1 \* 2/2006 Cho et al. .... 417/423.15

7,007,744 B1 \* 3/2006 Kalbacher ..... 165/67

\* cited by examiner

*Primary Examiner*—Lisa Lichtenstein

(74) *Attorney, Agent, or Firm*—Dickson Steinacker LLP;  
Kevin Steinacker

(57) **CLAIM**

The ornamental design for a combined fan assembly and shroud, as shown and described.

#### DESCRIPTION

FIG. 1 is a front and back view of the combined fan assembly and shroud portion shown separately for clarity of illustration.

FIG. 2 is a right and left view of the combined fan assembly and shroud portion shown separately for clarity of illustration.

FIG. 3 is a top view of the combined fan assembly and shroud portion shown separately for clarity of illustration.

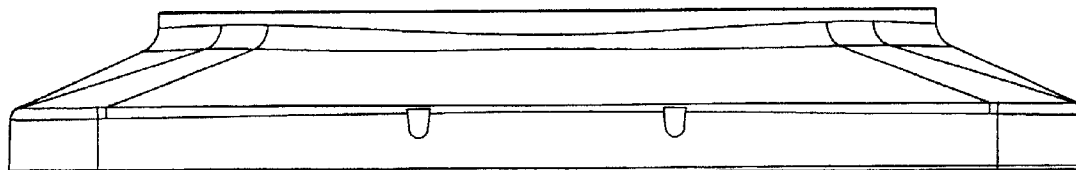
FIG. 4 is a bottom view of the combined fan assembly and shroud portion shown separately for clarity of illustration.

FIG. 5 is an isometric view of the combined fan assembly and shroud portion shown separately for clarity of illustration; and,

FIG. 6 is an isometric view of the combined fan assembly and shroud depicting the shroud with an s-blade fan installed in the shroud.

This combined fan assembly and shroud is characterized by high efficiency airflow and integral mounting points for the motor/fan assembly as well as the complete fan/shroud assembly in a single piece molded shroud.

**1 Claim, 6 Drawing Sheets**

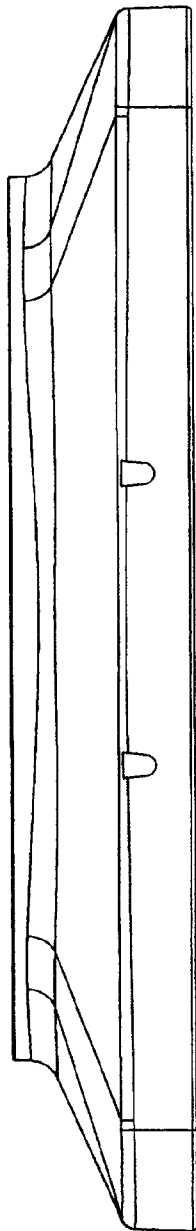


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**Sheet 1 of 6**

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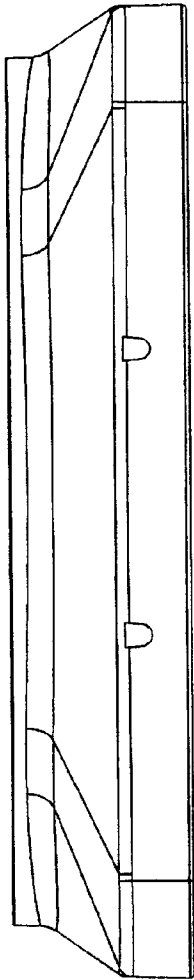
**Fig. 1**

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**Fig. 2**

**U.S. Patent**

**Nov. 14, 2006**

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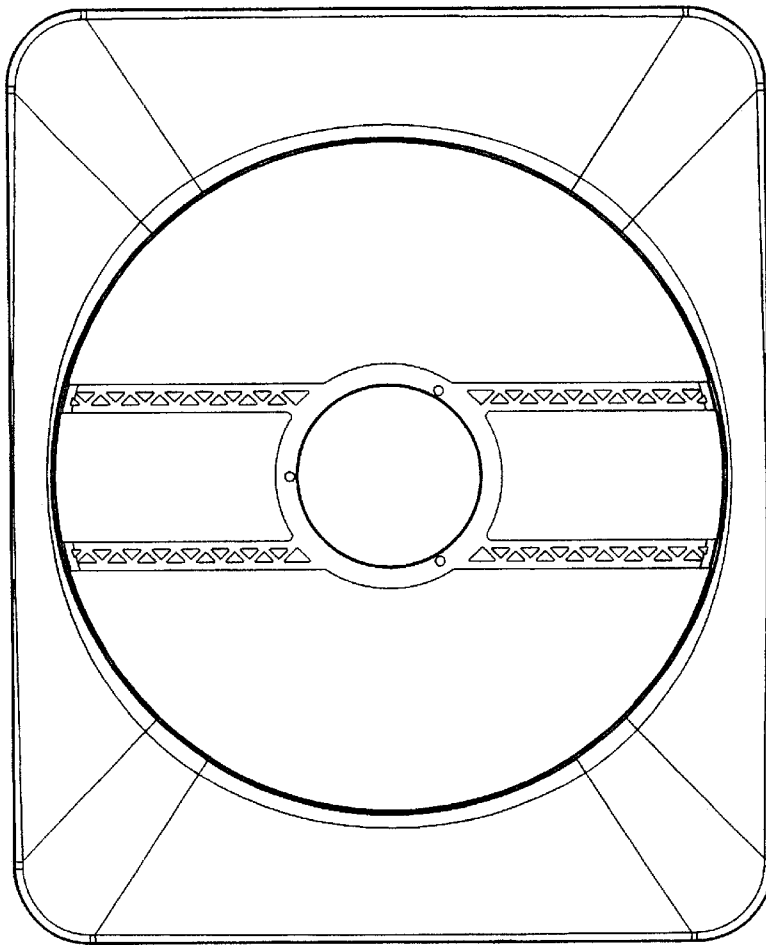


Fig. 3

**U.S. Patent**

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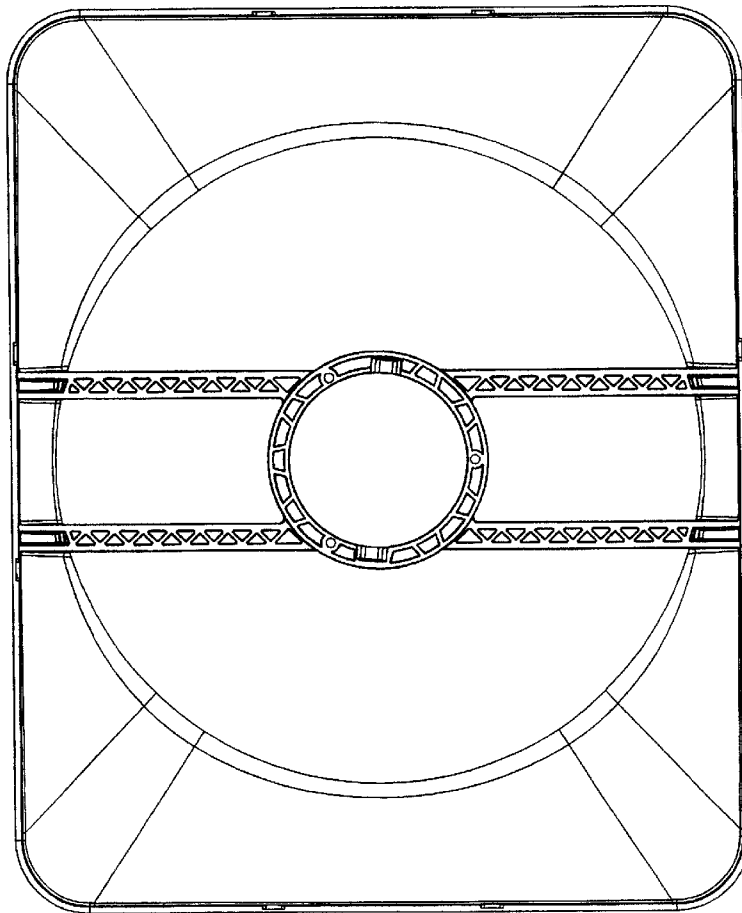


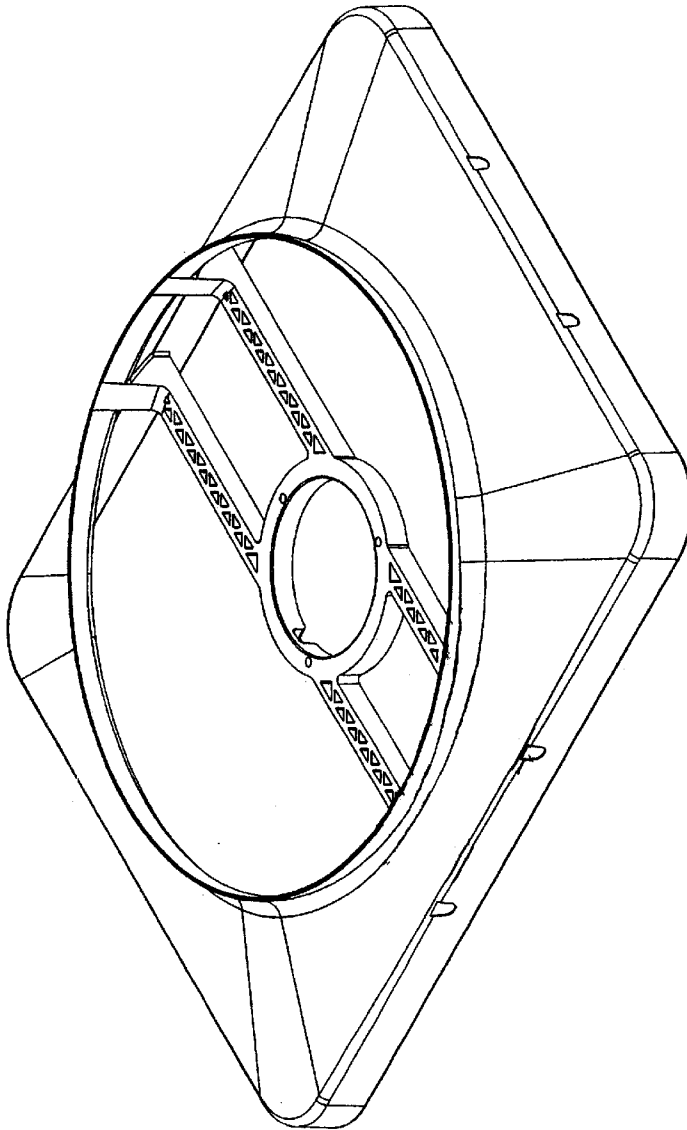
Fig. 4

**U.S. Patent**

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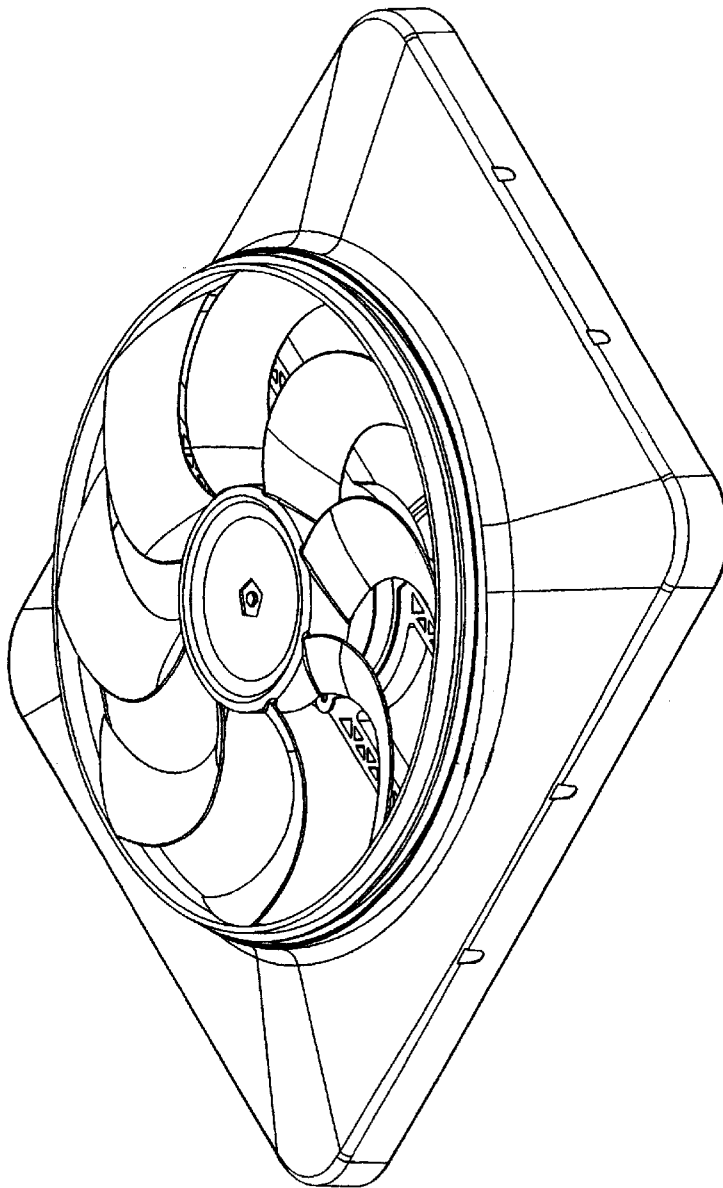
**Fig. 5**

**U.S. Patent**

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**Fig. 6**



## **EXHIBIT 2**

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Model 30 or 35 Electric Fans Installation Instructions

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**2**

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a Flex-A-Lite Consolidated, Inc.

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Was this contribution to the work a "work made for hire"? ☒ Yes ☐ No

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 1201 Pacific Avenue, Suite 1401  
 Tacoma, WA 98402

b

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Fax number ► (253) 572-1300

Email ► downen@dmi-law.com

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## Model 30 or 35 Electric Fans

Model 30: Puller mode, includes thermostatic control.

Model 35: Puller mode, does not include controls.

**Mounting Instructions**—Model 30 or 35 may be installed either horizontally or vertically to the radiator.

1. Remove the vehicle's existing fan and shroud.
2. Position the electric fan against the back of the radiator (between the radiator & engine), and mark the holes for mounting.
3. Rotate the blades to make sure they are free of obstructions.
4. With a small phillips screwdriver, pass through the marked holes, carefully spreading the fins to allow easy passage for the nylon bolts. Pass the bolts through the shroud holes then twist the bolts through the radiator.

**Important:** If using a model 30, be sure the thermostatic sensing bulb is touching the radiator.

5. Install rubber disc spacers, washers, and speed nut. Cut the excess off the bolt (Leave enough excess for adjustments).

### Mandatory Connections for Model 30

1. Disconnect battery.
2. Connect the positive "+" terminal to a low amp 12 volt positive (+) power source (e.g. fuse box), using the wire provided in the kit.

**Note(optional): Attach positive (+) terminal to an ignition source to stop the fan unit from operating after the engine is turned off.**

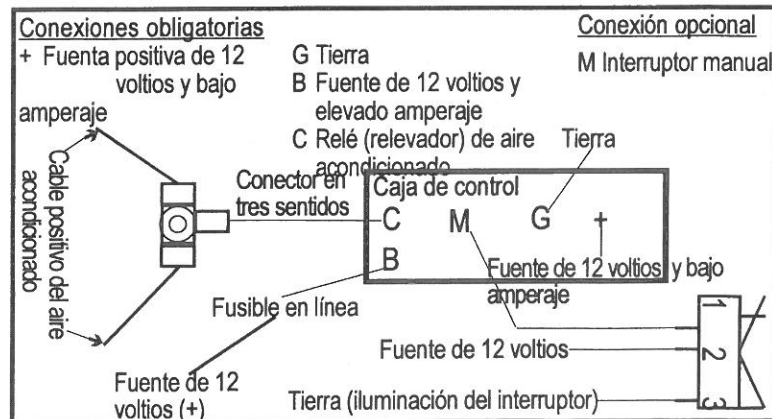
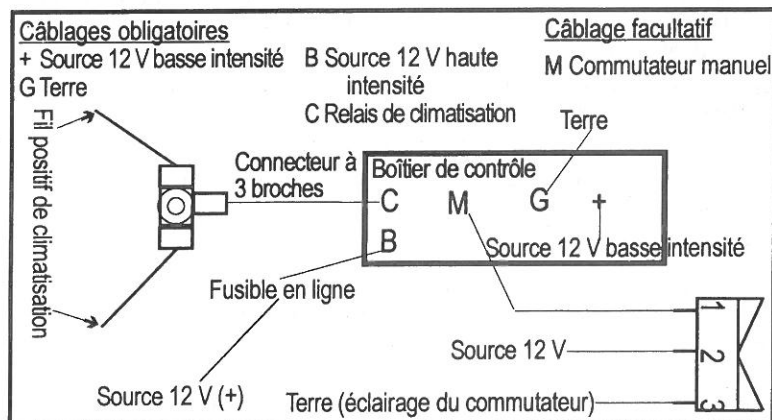
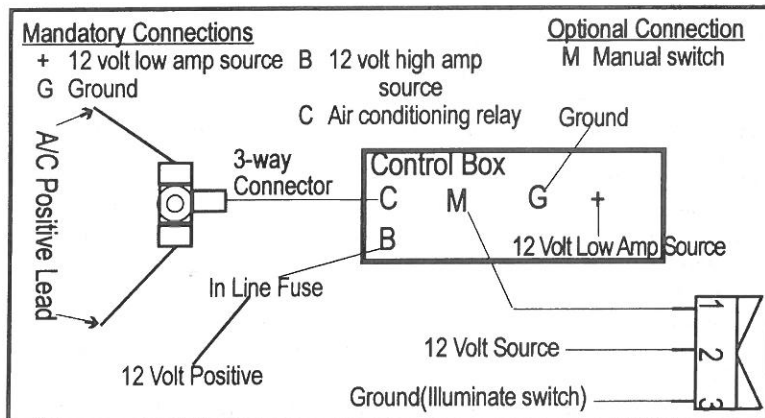
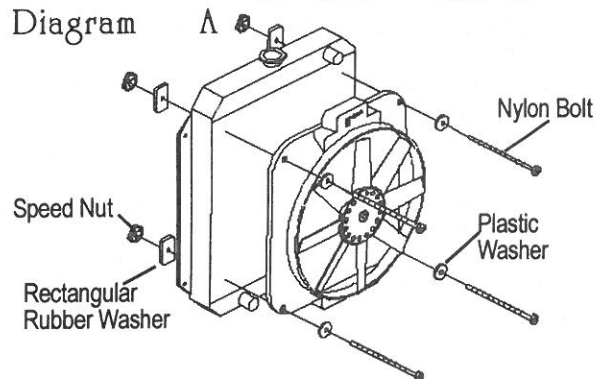
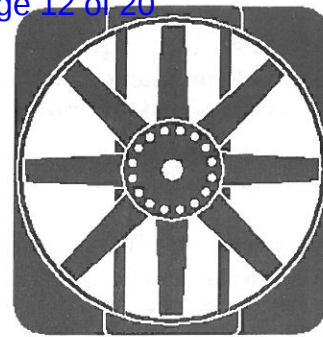
3. Connect the "B" terminal to a high amp 12 volt positive (+) power source, ie. positive (+) side of battery or alternator, using the wire and inline fuse included in kit.
4. Connect the "G" terminal to ground (ie. chassis, negative (-) side of battery) using the wire provided in the kit.
5. With the wire and 3-way connector provided, splice into the A/C clutch positive(+) wire. Connect the other end of the wire to the "C" terminal of the control box. **Air Conditioning Relay Activates fan when A/C is turned on.**
6. Install provided knob onto the thermostat shaft.
7. Adjust thermostat to desired temperature within 180°-240°.

### Optional Connection

**Manual Switch(not included)**—Allows manual operation of fan (Note: based on Flex-a-lite's manual switch part #31148)

1. Connect the "M" terminal to terminal 1 on the switch.
2. Attach terminal 2 to a 12 volt positive (+) source.
3. Attach terminal 3 to ground to illuminate switch.

**Note (optional): To stop the fan from activating thermostatically, omit the lead to the positive(+) terminal of the control box. B, G, & M must remain connected.**





**Ventilateurs électriques, modèles 30 ou 35****Modèle 30: mode à extraction, inclut contrôle thermostatique.****Modèle 35: mode à extraction, n'inclut pas de contrôles.****Instructions de montage** — L'installation des modèles 30 et 35 peut s'effectuer horizontalement ou verticalement par rapport au radiateur.

1. Enlevez le ventilateur et la buse actuels du véhicule.
2. Placez le ventilateur électrique contre l'arrière du radiateur (entre le radiateur et le moteur) et marquez les trous de montage.
3. Tournez les pales du ventilateur pour vous assurer de l'absence d'obstructions.
4. A l'aide d'un petit tournevis à tête étoilée, passez à travers les trous marqués et écartez avec soin les ailettes pour faciliter le passage des boulons en nylon. Faites passer les boulons dans les trous de la buse, puis tordez-les à l'intérieur du radiateur.

**Important :** pour le modèle 30, assurez-vous que l'ampoule du capteur thermostatique touche le radiateur.

5. Installez les pièces d'écartement en caoutchouc, puis les rondelles et l'écrou rapide. Coupez l'excès du boulon (laissez-en suffisamment pour les réglages.)

**Câblages obligatoires pour le modèle 30**

1. Débranchez la batterie.
2. Connectez la borne positive «+» à une source d'alimentation positive (+) de 12 volts (par ex. une boîte à fusibles) basse intensité. Utilisez pour ce faire le fil contenu dans le kit.

**Remarque (facultatif) :** connectez la borne positive (+) à la source d'allumage pour empêcher le ventilateur de fonctionner une fois que le moteur a été coupé.

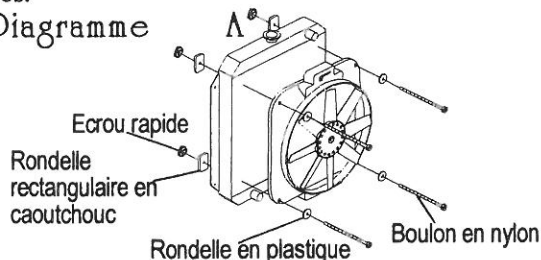
3. Connectez la borne «B» à une source d'alimentation positive (+) de 12 volts haute intensité, par exemple au côté positif (+) de la batterie ou de l'alternateur. Utilisez pour ce faire le fil et le fusible en ligne contenus dans le kit.
4. Connectez la borne «G» au côté terre (par ex. au châssis, côté négatif (-) de la batterie). Utilisez pour ce faire le fil contenu dans le kit.
5. Avec le fil de liaison et le connecteur à 3 broches fournis, faites un raccord avec le fil positif (+) de l'embrayage de climatisation. Reliez l'autre extrémité du fil à la borne «C» du boîtier de contrôle.

**Le relais de climatisation actionne le ventilateur quand vous mettez la climatisation en marche.**

6. Installez le bouton fourni sur l'axe du thermostat.
7. Réglez le thermostat à la température désirée, entre 82° C et 115° C (180° F et 240° F).

**Câblage facultatif****Commutateur manuel (non inclus) — pour le fonctionnement manuel du ventilateur****(Remarque :** basé sur le commutateur manuel Flex-a-lite n°31148)

1. Connectez la borne «M» à la borne 1 du commutateur.
2. Connectez la borne 2 à une source d'alimentation positive (+) de 12 volts.
3. Mettez la borne 3 à la terre pour éclairer le commutateur.

**Remarque (facultatif) :** pour empêcher le ventilateur de s'actionner thermostatiquement, ne reliez pas le fil à la borne positive (+) du boîtier de contrôle. B, G et M doivent rester connectées.**Diagramme****Ventiladores eléctricos modelo 30 ó 35****Modelo 30: Modo de extractor, con control termostático incluido.****Modelo 35: Modo de extractor, sin controles incluidos.****Instrucciones de montaje** - Los modelos 30 ó 35 se pueden instalar ya sea horizontal o verticalmente en relación al radiador.

1. Retire la gualdera y el ventilador existente del vehículo.
2. Coloque el ventilador eléctrico apoyado en la parte posterior del radiador (entre éste último y el motor) y marque los orificios de montaje.
3. Haga girar las asas para asegurarse de que no tengan obstrucciones.
4. Con un destornillador Phillips pequeño, pase a través de los orificios marcados, separando con cuidado las aletas para permitir el paso fácil de los pernos de nilón. Haga pasar estos últimos por los orificios de la gualdera y hágalos girar para que atraviesen el radiador.

**Importante:** Si utiliza un modelo 30, asegúrese de que el bulbo sensor termostático esté en contacto con el radiador.

5. Instale los espaciadores de discos de caucho, las arandelas y la tuerca de ajuste rápido. Corte el exceso del perno (deje un tramo suficiente para ajustes).

**Conexiones obligatorias para el modelo 30**

1. Desconecte la batería.
2. Conecte la terminal positiva «+» a una fuente de alimentación positiva (+) de 12 voltios y bajo amperaje (por ejemplo, la caja de fusibles), utilizando el cable que se proporciona en el estuche.

**Nota (opcional):** Acople la terminal positiva (+) a una fuente de encendido para detener la unidad del ventilador después de que se apague el motor.

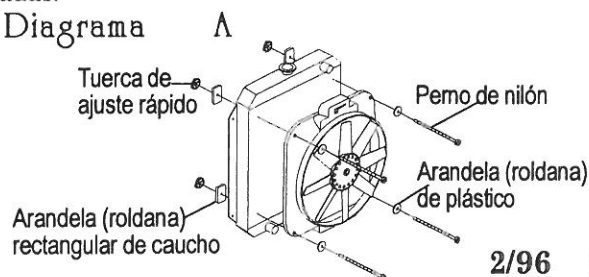
3. Conecte la terminal «B» a una fuente de alimentación positiva (+) de 12 voltios y elevado amperaje, o sea, en el lado positivo de la batería o el alternador, utilizando el alambre y el fusible en línea que se incluyen en el estuche.
4. Conecte la terminal «G» a tierra (por ejemplo, al chasis o el lado negativo (-) de la batería), usando el alambre que se proporciona en el estuche.
5. Con el alambre y el conector en tres sentidos que se incluyen, haga un empalme en el alambre positivo (+) del embrague del aire acondicionado. Conecte el otro extremo del alambre a la terminal «C» de la caja de control.

**El relé (relevador) del aire acondicionado activa el ventilador cuando se enciende.**

6. Instale la perilla proporcionada en el eje del termostato.
7. Ajuste el termostato a la temperatura deseada, entre 82° C y 115° C (180° F y 240° F).

**Conexión opcional****Interruptor manual (no incluido) - Permite el funcionamiento manual del ventilador (Nota: se basa en el interruptor manual Flex-a-lite, pieza número 31148).**

1. Conecte la terminal «M» a la 1 del interruptor.
2. Acople la terminal 2 a una fuente positiva (+) de 12 voltios.
3. Fije la terminal 3 a tierra para iluminar el interruptor.

**Nota (opcional):** Para que el ventilador no se active termostáticamente, omite el cable que va a la terminal positiva (+) de la caja de control. B, G y M deberán permanecer conectadas.**Diagrama**

## **EXHIBIT 3**





*Performance • Cooling • Products*

**Black Magic S-Blade**

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Company Info

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- 118-119 LowBoy Trimline
- 111-420 Low Pro Puller
- 133-440 Low Pro Pusher
- 115-490 X-treme
- 160/168 S-Blade
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- 292-298 27" Dual
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Puller Fan

**Where To Buy!**

**160**

with Adj. Thermostat, A/C Relay and manual switch  
connection  
Select a link

**168**

no controls  
Select a link

- *Computer-engineered blades run quietly & efficiently.*
- *Ring fan provides better blade support for impact resistance and water crossings.*
- *Recover up to 17 HP*
- ***INCREASE YOUR MILEAGE** by replacing the belt-driven fan!*
- *Frees up serious horsepower*

**NEXT GENERATION COOLING**

Moves 3,000 CFM

Fits vehicles with 16" & wider radiator cores

*Note: Increase CFM from 3000 to 3200 when using a 16-volt system*

**FEATURES**

- *Increased Horsepower, Torque and Gas Mileage*
- *Provides constant cooling, regardless of engine RPM*
- *Generates cooler A/C output*
- *Extends water pump life*

- Rigid bracket mounting system, no through core mounting
- Entire Assembly is only 4-1/4" thick

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- ▶ Install Instructions
- ▶ 2011 Jobber Pricing
- ▶ Replacement Parts

## SPECIFICATIONS

160/168 (puller)	
3000 CFM	Air Flow
16" x 18" x 4-1/4"	Dims
19.5	Amp Draw
Universal Fit	Fits
8	Blades
15"	Dia.
160: Adj. Thermostat, A/C Relay and manual switch connection 168: none	Controls
Fuse/Breaker	40 Amp Fuse

Replacement Parts	
30159	Fan Blade
30195	Motor
33021	Controller
30254	Mounting Hardware



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HIGH PERFORMANCE 15-INCH ELECTRIC S-BLADE FAN WITH THERMOSTAT. UNIVERSAL



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Your stock fan robs your engine of up to 15 or more horsepower! Replace it with a rugged, quieter than straight-blade, universal-fit S-blade fan equipped with an adjustable 180°-240°F. thermostat. Bolts to your radiator supports using sturdy brackets. With a heavy-duty motor, and 15" diameter, this unit pulls up to 2,800 cfm of air, cooling vehicles with up to 250+ HP (without air) and 220+ HP (with air). Overall: 18" x 16-1/8" x 4". Amp draw, 14 amps.

**Click Here** for installation instructions.


Part Number

67029


Suggested Additions



CHEVY S/B ALUMINUM ELECTRIC WATER PUMP. ALUMINUM FITTING INCLUDED. BLACK.



CHEVY B/B ALUMINUM ELECTRIC WATER PUMP. ALUMINUM FITTING INCLUDED. BLACK




UNIVERSAL WATER PUMP KIT-BILLET ALUMINUM NATURAL FINISH

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## **EXHIBIT 5**



— CAUTION — FAN BLADES CAN CAUSE INJURY. TO AVOID PERSONAL INJURY, KEEP CLEAR FROM FAN BLADES. FAN BLADES MAY START AT ANY TIME.

### Part #67017

### Universal Fan with Thermostat

### Part #67015

### 15" Mustang Fan with Thermostat (on reverse side)

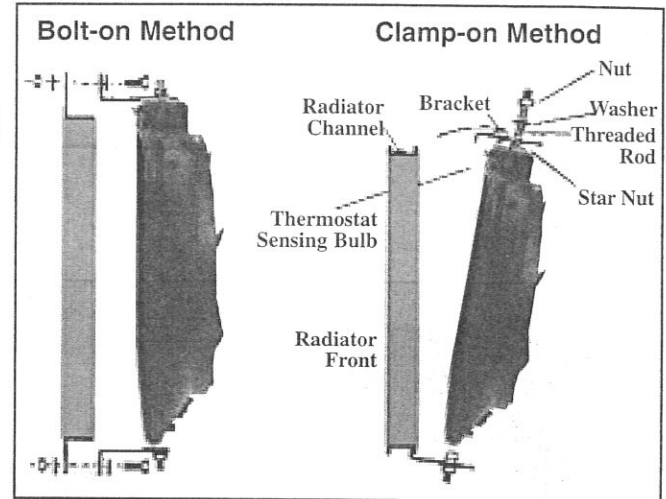
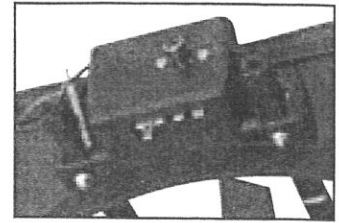
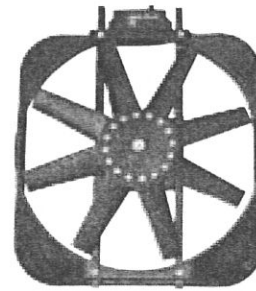
#### INSTALLATION INSTRUCTIONS

(Fan may be attached to the radiator horizontally or vertically.)

**Mount fan with brackets using either the bolt-on or clamp-on method, and affix the threaded rods and brackets to the fan accordingly.**

#### NOTE:

- Use star nuts as shown to stabilize the threaded rods.
- The thermostat sensing bulb **MUST** contact the radiator surface for accurate temperature readings.
- To avoid damage, do not over-tighten fan to radiator.



#### REQUIRED CONNECTIONS

1. Disconnect vehicle battery.
2. Attach the positive (+) terminal to a low-amp 12-volt positive (+) power source (such as fuse box), using the wire provided in the fan kit.

**OPTIONAL CONNECTION:** Attach the positive (+) terminal to an ignition source to stop the fan unit from operating after the engine is tuned off.

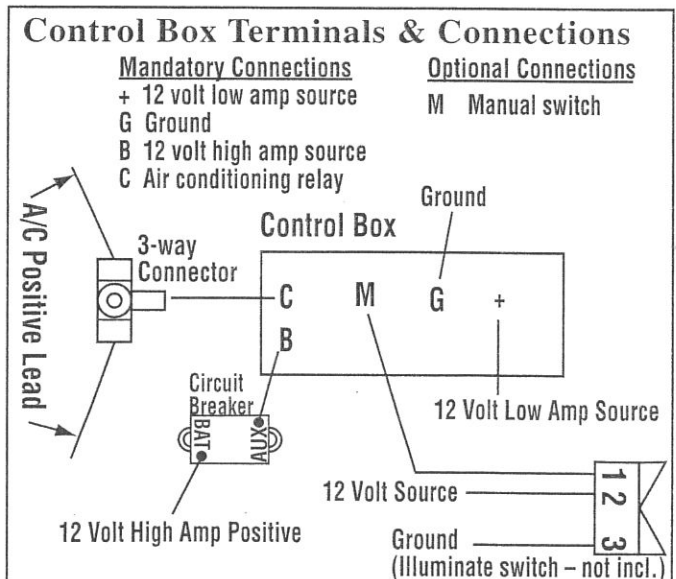
3. Connect the "B" terminal to a high-amp 12-volt positive (+) power source, such as the positive (+) side of battery or alternator, using the wire and inline circuit breaker included in kit. Circuit breaker is marked for proper installation.
4. Connect the "G" terminal to ground (such as chassis, negative (-) side of battery) using the wire provided in the kit.
5. With the wire and 3-way connector provided, splice into the A/C clutch positive (+) wire. Connect the other end of the wire to the "C" terminal of the control box. NOTE: Air conditioning relay activates fan when A/C is turned on.
6. Adjust thermostat to desired temperature within 180-240° range.

#### MANUAL SWITCH INSTALLATION OPTION (permits on/off operation manually).

(Switch not included – Must purchase separately)

1. Attach the "M" terminal to terminal 1 on the switch.
2. Attach terminal 2 to 12-volt positive (+) source.
3. Attach terminal 3 to ground.

**Note:** To prevent the fan from thermostat activation, omit the lead to the positive (+) terminal of the control box, B, G & M must remain connected.



**IMPORTANT:** If not using an illuminated switch, disconnect the switch ground.